North Carolina Department of Transportation's **Logo Signing Program Guidelines for:**

Logo Signs at the End of a Freeway that Terminates at a Traffic Signal or Stop Sign

NCDOT will allow Logo signs to be installed on full control of access facilities that tie-in or terminate at signalized or stop sign controlled intersections as follows:

- 1. Logo signs will only be allowed on the full control of access approach to the intersection. All other approaches that are not fully controlled are not eligible for Logo signing.
- 2. Mainline Logo signing (for the through movement) in advance of the last freeway exit will not be allowed. The first sign will be installed a minimum of 300' after the exit gore sign for the last freeway exit ramp.
- 3. Standard sized Logo signs for eligible businesses (including arrows and mileages below the business's Logo) will be located at the first intersection as detailed on the NCDOT Logo Program Typical Drawing. Logo trailblazers for these businesses may be necessary beyond these sign locations as determined by NCDOT.
- 4. Logo signing will be allowed only if there is sufficient lateral space for the Logo sign installations between the last interchange and the end of the full control of access roadway. NCDOT right-of-way for required offset for signs must be available for standard sized installations.
- 5. Logo signing will be allowed only if there is sufficient space for the Logo sign installations without interfering with warning, regulatory, and guide signs.
- 6. Logo signing will be allowed only if there is convenient access back to the freeway.
- 7. Placement of signs shall follow the NCDOT Logo Program Typical Drawing for these locations. Sign designs shall follow NCDOT program designs. Any deviation must be approved by the NCDOT Signing and Delineation Unit.
- 8. The maximum distance to the business (as specified in the rules) will be measured from the first intersection of a street after the end of the freeway.
- 9. All Logo participation requirements and other program rules remain in place.

Approved by: J. Kevin Lacy, P.E., State Traffic Engineer

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